

**GOVERNMENT/INDUSTRY CHARTING FORUM**  
**Instrument Procedures Subgroup**  
**November 28-29, 2000**  
**RECOMMENDATION DOCUMENT**

**FAA Control # 00-02-229**

**SUBJECT:** Turbine-powered Holding

**BACKGROUND/DISCUSSION:** AFS-420 issued a policy letter to AVN-100 in June, 1998, which prohibits 175-knot holding patterns on SIAPs that have any or all of the following approach categories authorized: C, D, and E. Recently, non-compliant SIAPs at Helena, MT became an issue because those SIAPs have 175-knot airspace constraints, yet the prohibited approach categories are authorized. ALPA proposed that a temporary solution would be to restrict turbojet aircraft from the holding patterns. AFS-420 decided instead that "turbine-powered aircraft" be prohibited from the holding pattern. This was because of the concern for high-performance turboprop aircraft having holding characteristics similar to turbojet aircraft, especially during icing conditions.

Some users of Helena Airport are unhappy with this restriction extending to a smaller class of turboprop aircraft, such as the Beechcraft King Air. On the other hand, should all Category B aircraft be permitted to use 175-knot holding patterns, or should no Category B aircraft that are turbine-powered be permitted to use these restricted holding patterns?

**RECOMMENDATION:** The instrument procedures group needs to consider this issue with the goal of permitting 175-knot holds for helicopters of all types, low-performance turboprop aircraft, but to exclude all high-performance turbine-powered *airplanes*, even those that fit into Approach Category B.

**COMMENTS:** This affects FAA holding pattern policies and directives.

Submitted by Captain Simon Lawrence, Chairman  
Charting and Instrument Procedures Program

**AIR LINE PILOTS ASSOCIATION**

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**INITIAL DISCUSSION (Meeting 00-02):** Wally Roberts presented this issue on behalf of ALPA recommending the position that 175 KIAS holding be allowed for helicopters of all types, low-performance turboprop aircraft, but to exclude all high-performance turbine-powered airplanes, even those that fit into Approach Category B. A discussion ensued as to how to differentiate between "low performance" and "high performance" aircraft. Randy Kenagy, AOPA, noted that there are many CAT B aircraft that would be unnecessarily penalized by not allowing them to use 175 KIAS holding. There was no consensus on the issue and Dave Eckles, AFS-420, agreed to take it for study. Pat Fair, ATA-130, agreed to

check the NFDC database to determine how many and where 175 KIAS holding patterns are published. Wally further noted that there is no AIM material for climb-in-hold airspeeds. Dave agreed to forward this item to Steve Jackson, AFS-420, for action. **ACTION: AFS-420 and ATA-130.**

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**MEETING 01-01:** Pat Fair, ATA-130, briefed that there are no more 175K holding patterns currently published on SIAP's. Wally Roberts, ALPA, stated that this satisfied ALPA's concern relative to SIAP's and requested that 175K holding also be eliminated from en route charts. Pat agreed to research the NFDC database to determine where these patterns were charted. The search results will be forwarded to Marty Walker, ATP-120, for action. Marty will then coordinate with the affected facilities to determine where the patterns may be eliminated, revised to accommodate a higher airspeed, and where they must be retained. Changes, where possible, must be forwarded to AVN-100 for Form 8260-2 action. Dave Eckles, AFS-420, added that AIM material for climb-in-hold is under development. **ACTION: AFS-420, ATA-130, ATP-120.**

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